

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>
Subject: Another SuperPro Question
Message-ID: <199512101157.FAA22485@dlep1.itg.ti.com>

Greetings,

I have what appears to me (being untrained in materials science) to be a stainless steel front panel on my BC-779-A. Can this be?

Because the paint was peeling horribly and kept coming off, I went ahead and just started removing all the paint from the front panel. Because there was no rust I assumed it was aluminum. After removing most of the old paint, the front panel looked considerably better. Nice and shiny, kinda like it was chrome plated. It occurred to me as I was removing paint that since it looked so good that maybe I wouldn't even need to repaint it

Well, sometimes I'm slow, but now a day and a half after taking most of the old paint off, it has occurred to me that maybe this panel is really stainless steel, not aluminum. I tested it by scratching the back of it with a screwdriver and it is definitely NOT like any aluminum I've ever seen before. I can only put the very slightest surface scratch in it. Inspecting it for rust, I found a few surface spots near where the dust cover attaches, but these rubbed off easily. There also appears to be some very superficial rust under an old dirt daubers nest which almost rubs completely off.

What else, besides stainless steel, might this front panel be? Did Hammarlund ever use stainless steel for the front panels? Might they have used stainless during wartime? Honestly, this thing looks so nice with the old paint off that I don't think I want to repaint it. There is some surface texture, kinda like a brushed orange peel effect, but the surface is shiny enough you can see reflections fairly well in it.

How about it Hammarlund guys? What's the story here?

Regards,
Bill Sorsby, N5BU bill.sorsby@dlep1.itg.ti.com

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: Jake Hellbach <kk5hy@accesscom.net>
Subject: Re: Another SuperPro Question
Message-ID: <199512101428.IAA07486@uro.theporch.com>

Bill,
I have a Super-pro Sp-400X and the front panel on this radio is aluminum. I

had a tough time painting it, and I have a question for you or anyone that has restored one of these radios.

Since the markings on the face were "etched" (for lack of the correct term) into the panel, since I repainted it now I have to replace the white paint in the grooves. What is the best way to do this? I saw someone else's SP and he used thin paint and wiped it into the groove and wiped off the excess, but you could still see the smear. I don't want this to happen. Should I even worry about the paint and leave it plain?

Thanks, Jake KK5HY

At 06:00 AM 12/10/95 -0600, you wrote:

>

>Greetings,

>

>I have what appears to me (being untrained in materials science) to be a
>stainless steel front panel on my BC-779-A. Can this be?

>

>Because the paint was peeling horribly and kept coming off, I went ahead and
>just started removing all the paint from the front panel. Because there was
>no rust I assumed it was aluminum. After removing most of the old paint,
>the front panel looked considerably better. Nice and shiny, kinda like it
>was chrome plated. It occurred to me as I was removing paint that since it
>looked so good that maybe I wouldn't even need to repaint it

-----SNIP-----

>What else, besides stainless steel, might this front panel be? Did
>Hammarlund ever use stainless steel for the front panels? Might they have
>used stainless during wartime? Honestly, this thing looks so nice with the
>old paint off that I don't think I want to repaint it. There is some
>surface texture, kinda like a brushed orange peel effect, but the surface is
>shiny enough you can see reflections fairly well in it.

>

>How about it Hammarlund guys? What's the story here?

>

>Regards,

>Bill Sorsby, N5BU bill.sorsby@dlep1.itg.ti.com

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Email via: kk5hy@accesscom.net

Check out the Westside ARC Web page at:

<http://www.accesscom.net/~kk5hy>

+++++

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995

From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>

Subject: Re: Another SuperPro Question

Message-ID: <199512101451.IAA02592@dlep1.itg.ti.com>

At 09:32 AM 12/10/95 -0500, you wrote:

>The Navy has in the past obtained special versions of several receivers,
>notably the Collins R-388, with non-magnetic cabinets for use on
>minesweepers.

>

>Stainless steel is generally non-magnetic, or much less magnetic than
>normal stuff.

>

>Any other opinions?

>

>

Thanks for the tip. Guess what? I took a refrigerator magnet and it stuck well to the panel. It seemed to stick about as well to the front panel as the other chassis parts.

Hmmm..., by your account it may not be stainless, but it's for damn sure not aluminum.

My only other thought is some sort of chrome plating, but if so they did a wonderful job, because there are no areas around the edges or through holes that show discernible signs of rust.

Still puzzled... Add mystery to the original question. Other thoughts guys?

Regards,

Bill Sorsby, N5BU

bill.sorsby@dlep1.itg.ti.com

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995

From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>

Subject: Re: Another SuperPro Question

Message-ID: <199512101504.JAA03327@dlep1.itg.ti.com>

At 08:28 AM 12/10/95 -0600, you wrote:

>Bill,

>I have a Super-pro Sp-400X and the front panel on this radio is aluminum. I
>had a tough time painting it, and I have a question for you or anyone that
>has restored one of these radios.

>Since the markings on the face were "etched" (for lack of the correct
>term) into the panel, since I repainted it now I have to replace the white
>paint in the grooves. What is the best Way to do this?

Hi Jake,

As a kid of 13 or 14 I redid a BC-779-B panel (totally different panel material from what I'm dealing with now). My approach, albeit somewhat labor intensive, worked well on that panel.

I repainted the panel without masking anything. Then, after the paint was thoroughly dry, I easily scraped the dried paint out of the etchings. On that panel the paint in the etchings was thick enough that scraping a little of the white off the top merely served to improve the appearance of the markings! (Don't remember what I used to scrape the paint out with. Might have been toothpicks or it might have been something metal.)

Don't know if the approach will work for your panel. If it will, you'll have an excellent looking panel when you get done. I'm not sure it would work with the BC-779-A panel I've got now, because its etchings don't seem to be as deep as the etchings on the BC-779-B I worked on as a kid.

Good luck Jake,

Regards,
Bill Sorsby, N5BU bill.sorsby@dlep1.itg.ti.com

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: "Gary H. Harmon, Jr." <gharmon@legend.txdirect.net>
Subject: Assorted stuff FS
Message-ID: <9512101354.AA01006@legend>

This is a posting from an acquaintance of mine who has some items to sell that might be of interest to BA folks. You can e-mail him directly for more details. I do know he has lots of QSTs from 1923-1929; some old ARRL handbooks (at one time he had #1); mikes and military headphones; a BC-1298; a UNN-5; a new National Velvet dial; lots of transmitting tubes. Please e-mail Bill directly at

bill_moore@mevatec.com

Happy hunting! GARY

=====

Gary H. Harmon, Jr., K5JWK	gharmon@txdirect.net
6302 Robin Forest	K5JWK@K3WGF.STX.USA.NOAM
San Antonio, TX 78239	

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995

From: mshaum@cencom.net
Subject: Re: BOATANCHORS digest 363
Message-ID: <M.120995.210730.11@NEC2000-MS>

WB9PPL (Mark) States:

>I've been working on a SB-401 some time now with little success.
>I've been able to get the break-in and Vox and sidetone working
>but keep running into the same one problem. Very low drive. I've
>replaced/checked all tubes and realigned the SB-303 for the HFO
>source. I've also installed xtal's in the 401's HFO and seem to have
>ample signal. As soon as I get to the balanced modulator alignment
>I can't get sufficient drive to the driver tube to continue either from the
>TX or RX HFO. I have three questions I'd like to ask of the group.

Mark, one of the issues I dealt with when first running my first 301/401 combo back in the late 60's was a problem with inadequate HFO drive to the transmitter. You can verify if this is the problem by yanking the HFO crystals out of the 301 or 303 and installing them in the 401. Re-align per the 401 manual (section noted as "aligning with crystal pack installed") and if you then see much more drive, I have a couple suggestions...

The original cables connecting the VFO, HFO and BFO between the Rx and Tx were a low-capacitance RG-62 variety. Attempts to lengthen these cables caused the HFO signal to drop off considerably. Even with the original length (about 18 inches, as I recall) substituting something like RG-58 for the original 62 (or was it RG93? 62A/U, I think) also caused a drop in HFO signal, which translated to insufficient grid drive in the 401.

I dunno if the 303 uses some sort of HFO signal buffer, but that was one of the things that I quickly added to my old 301/401 combo, so I could separate the two units by more than a half inch... my current 301 has been converted to solid state, (except for the VFO) and included HFO/VFO and BFO buffers, along with considerably more state of the art (circa 1984, at least) bells and whistles.

Maybe try a very short HFO connecting cable for a quick test, with the Rx and Tx on top of each other? The HFO coils in both the Rx and Tx should probably be re-tweaked each time you make a cable change. Hope this info helps out..

73! - Mark

Mark Shaum, NE9G
mshaum@cencom.net

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: jmiller@teleteam.com (Jay H. Miller)
Subject: Capacitor Markings--Help!
Message-ID: <v01510100acef5f2240c7@[205.198.110.24]>

It has been quite sometime (years) since I needed any new Orange Drops. I ordered a nice selection from AES to re-cap some radios and lo and behold some brilliant *expert* has changed the marking system! Okay, okay, okay I admit I live in the stone age but jeeze! What happened to the good old .1, .01, .001 mfd markings!

In any case I have misplaced a chart I had crossreferencing these *new* politically correct markings: 102K, 103K, 104K etc with the good old fashioned ones that were so easy to read.

Anyone out there have a quick-reference chart for poor old me?

I will try to keep the string taut on this tin-can Internet while we find the answers!

Jay, KK5IM
jmiller@teleteam.com

Jay Miller, KK5IM
jmiller@teleteam.com

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: Bill VanAlstyne <bill@starquest.com>
Subject: Re: Capacitor Markings--Help!
Message-ID: <199512100446.AA08071@cruz.com>

At 03:53 PM 12/9/95 -0600, Jay H. Miller wrote:

>In any case I have misplaced a chart I had crossreferencing these *new*
>politically correct markings: 102K, 103K, 104K etc with the good old
>fashioned ones that were so easy to read.

Jay,

The code works just like the color bands on resistors: the first two digits

are significant figures, the third is the multiplier (number of zeroes). All capacitors marked in this way are rated in picofarads (micromicrofarads). Therefore, a "104" is 10 plus four zeroes, or 100,000 pf. Move the decimal point six places to the left to convert to uf -- in this case, 0.1 uf. The letter "K" doesn't mean "1000" in this case; I'm really not sure why this letter is used. Maybe it's a tolerance classification. Or maybe it is just an arbitrary designator for this type of capacitance coding. Somebody else probably will tell you. I should know, but I don't.

Watch out for those low-pf caps. A cap marked "100" is often not 100 pf, but TEN pf ("10" with a multiplier of zero, i.e., no multiplier). Or, if it's an older cap, it may actually *be* 100 pf. Only your capacitance meter knows for sure!

Bill, N6FN
bill@starquest.com

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: Jeffrey Herman <jherman@hawaii.edu>
Subject: Re: Capacitor Markings--Help!
Message-ID: <Pine.SV4.3.91.951209192906.9762C-100000@uhunix5>

> letter "K" doesn't mean "1000" in this case; I'm really not sure why this
> letter is used. Maybe it's a tolerance classification. Or maybe it is just
> an arbitrary designator for this type of capacitance coding. Somebody else
> probably will tell you. I should know, but I don't.
> Bill, N6FN
> bill@starquest.com

Correct, Bill - the letter indicates tolerance. The complete chart appears in the ARRL Handbook under the chapter titled Component Data (in my '91 edition).

Jeff NH6IL
jherman@hawaii.edu

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: wier@bobcat.etsu.edu (Bob Wier)
Subject: Re: Capacitor Markings--Help!
Message-ID: <v01530501acf02815cc01@[192.43.199.81]>

>Bill, N6FN wrote:
>letter "K" doesn't mean "1000" in this case; I'm really not sure why this
>letter is used. Maybe it's a tolerance classification. Or maybe it is just

Yup - what I've got here says:

Letter	Tolerance	
	10pf or less	over 10pf
B	+/- 0.1pf	
C	+/- 0.25pf	
D	+/- 0.5pf	
F	+/- 1.0pf	+/- 1%
G	+/- 2.0pf	+/- 2%
J		+/- 5%
K		+/- 10%
M		+/- 20%

I dunno what happened to "E" or "H" or "I" or "L" :-)

73s de WB5KXH

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: Jeffrey Herman <jherman@hawaii.edu>
Subject: Re: Capacitor Markings--Help!
Message-ID: <Pine.SV4.3.91.951209204241.13661B-100000@uhunix5>

On Sat, 9 Dec 1995, Bob Wier wrote:
> I dunno what happened to "E" or "H" or "I" or "L" :-)
> 73s de WB5KXH

My reference shows E = +/-25%, H = +/-2.5%, and L = +/-15%.

I doubt if "I" is ever used for any component markings, for it could be mistaken for a "1".

Oh my, I see there is even an N = 30% - who'd want to use *that* tolerance?

Jeff NH6IL

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: "William C. Robbins" <billrobb@serv01.net-link.net>
Subject: Chassis
Message-ID: <199512101638.LAA17088@serv01.net-link.net>

I have a Bud chassis, black wrinkle paint, 17" x 12" x 2". I have no use for it so it goes free for the shipping to whom ever could use it. Never

been used. The paper wrapping has been removed because it deteriorated with age.

Happy Holidays.....

Bill WA8CDU

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: TOM.A.ADAMS@mail.admin.wisc.edu
Subject: Distress Freq. Correction
Message-ID: <FC9G5728.FC9G5738@mail.admin.wisc.edu>

to: boatanchors@theporch.com

Re. the message on 121.5 & 243.0 MHz:

I screwed up. The site I gave for the Rescue Coordination Center was wrong.

It is NOT Scott Air Force Base (across the river from St. Louis). It is, instead, located at Chanute Air Force Base, at Rantoul, Illinois, somewhat to the east of Scott.

Mr. T., K9TA

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: "C. J. Hawley Jr." <hawley@aries.scs.uiuc.edu>
Subject: Re: Distress Freq. Correction
Message-ID: <30CA1EE0.627F@aries.scs.uiuc.edu>

TOM.A.ADAMS@mail.admin.wisc.edu wrote:

>

> to: boatanchors@theporch.com

>

> Re. the message on 121.5 & 243.0 MHz:

>

> I screwed up. The site I gave for the Rescue Coordination Center was wrong.

>

> It is NOT Scott Air Force Base (across the river from St. Louis). It is,

> instead, located at Chanute Air Force Base, at Rantoul, Illinois, somewhat to

> the east of Scott.

>

>

Mr. T., K9TA

There is no Chanute AFB as of a couple of years ago. I don't know if there is still a RCC in the former location of Chanute. About a year ago the Air Force sent a guy to Chanute for training of some sort....he had orders and everything but when he got here there was no base. Kind of a Si-Fi experience for the poor airman. I think the mayor bought him a cup of coffee and found out where the new location of the school was for him. It was an Airforce mistake. By the way, Rantoul is alive and doing better than when the Airforce was here now that the Airforce is gone. How about that? I'm about 17 miles south of Rantoul...same county.

Chuck, KE9UW

--

Charles Jack Hawley Jr.

Amateur Radio KE9UW (A.K.A. 'Chuck' in Ham Radio)

BMW K100RS, BMWMOA #224 (A.K.A. 'Jack' in Motorcycles)

hawley@aries.scs.uiuc.edu

Sr. Research Engineer Emeritus

Univ of Ill, Urbana-Champaign

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995

From: MODSTEPH@ACS.EKU.EDU

Subject: Re: Distress Freq. Correction

Message-ID: <01HYMA4Z09GI005QA6@ACS.EKU.EDU>

..and by now instead of being at Chanute AFB, it has probably moved on elsewhere: Chanute (where I took my basic MissileMan training in the late '60's) is one of the bases either closed or being closed...

73, A1 N5AIT

modsteph@acs.eku.edu

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995

From: k1zat@bah.com

Subject: Re: Distress Freq. Correction

Message-ID: <Pine.SUN.3.91.951209235248.13944C-1000000@booz.bah.com>

TA --

On Sat, 9 Dec 1995 TOM.A.ADAMS@mail.admin.wisc.edu wrote:

> It is NOT Scott Air Force Base (across the river from St. Louis). It is,
> instead, located at Chanute Air Force Base, at Rantoul, Illinois, somewhat to
> the east of Scott.

I think you were right the first time. Chanute got closed up
about three years ago.

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: john <johnmb@nando.net>
Subject: Free Crystal offer. Any others?
Message-ID: <9512101412.AA04440@merlin.nando.net>

Happy Holidays!
I've sent out the requests for 7.159 Mhz wire holder crystals
to those who have sent me a SASE. If you dont get yours in a few
days, please let me know.

I still have several left... If you want some, drop a line
and I'll send em' out to you.

Best wishes to all...
/john

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: MEC <danmec@inet.uni-c.dk>
Subject: FS Collins mech. filter
Message-ID: <Pine.3.89.9512101641.A19975-01000000@inet.uni-c.dk>

I have a
F 500B14

P/N 526 9030 00 filter surplus to my requirments.
120 dlrs shipped.

73 Rag OZ8R0

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: mark.weaver@neteast.com (MARK WEAVER)
Subject: INeed Tube
Message-ID: <8B6A272.07D00244CA.uuout@neteast.com>

I need an old #50 triode tube. Anyone have one they can part with?
Mark, WB3BJF.

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>
Subject: Re: inrush current
Message-ID: <199512100239.UAA19731@dlep1.itg.ti.com>

At 04:24 PM 12/9/95 -0600, you wrote:
>I noticed in my 1953 ARRL Handbook that hollow rectifiers are rated with
>max current, but no inrush current...

Perhaps someone will have a more technical answer, but I'll offer up the following:
Tubes are very forgiving when it comes to transient phenomena that will kill solid-state stuff. I've even had a few different rectifier tubes arc on me with no apparent ill effect to the tubes. The way most tubes get killed is by dissipating power in 'em for a long time not by transient phenomena.

Regards,
Bill Sorsby, N5BU bill.sorsby@dlep1.itg.ti.com

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: Keith Heitzmann <kk5fe@accesscom.net>
Subject: Johnson "Valiant" How much??
Message-ID: <199512092011.0AA24043@uro.theporch.com>

Hi everyone,

I have my eye on a Johnson Valiant, and the guy wants \$300.00 firm for it. I have no idea if this is a good price or should I keep looking?
Its in great shape and in working order. Does anyone have an idea about the price.

Thanks for putting up with this,

Keith KK5FE
email: kk5fe@accesscom.net
Email: kk5fe@accesscom.net

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: "Gary H. Harmon, Jr." <gharmon@legend.txdirect.net>

Subject: Old Transmitter
Message-ID: <9512101318.AA00496@legend>

Good Morning fellow BAers.....I picked up an interesting piece of equipment yesterday. Markings on the panel are as follows:

SIGNAL CORPS U.S. ARMY
Radio Transmitter BC-978-A (Target)
Serial no 196 Order no 9932-SCGDL-43
Press Wireless, Inc.
Chicago, Illinois

Somewhere I have seen a picture of this transmitter. Perhaps one of the CQ calendars? I just can't remember. It is in excellent shape except for the handle, which is flaking, and the plastic pointer which has a bow in it. It has two 1 volt tubes in it and a place for batteries. On the front panel are two large connection which are probably for antenna and ground.

Questions: What is it? Did it originally have a back cover (the back lip has screw holes but no cover). What kind of receiver was used with it? Is there a safe method to fix the plastic pointer? Value?

Any and all assistance gratefully accepted. Best wishes for the Holidays! GARY

=====

Gary H. Harmon, Jr., K5JWK	gharmon@txdirect.net
6302 Robin Forest	K5JWK@K3WGF.STX.USA.NOAM
San Antonio, TX 78239	

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: TOM.A.ADAMS@mail.admin.wisc.edu
Subject: Re. 121.5 & 243.0 MHz
Message-ID: <FC9F1015.FC9F1027@mail.admin.wisc.edu>

to: boatanchors@theporch.com

Hello Sheldon.

Re. the perils of transmitting on 121.5 & 243.0 MHz:

Yup, that's one of the most certain ways there is of catching the attention of the Feds, and I mean BIG TIME.

It's my understanding that ATC (Air Traffic Control) RADAR scopes are hooked to a system that monitors the frequencies. When a signal goes off, a fixed "spoke" appears on the screen which points the relative bearing to the trans-

mitter.

Even MORE fun than that is the satellite system.

Some years ago, the United States and USSR entered into a joint program in which the American NOAA weather satellites, and the Soviet METEOR weather satellites (both polar orbits) carried monitoring, and, I believe, phasing type direction finding gear. Both countries maintain ground monitoring posts which share data, as do several other NATO and Warsaw Pact nations. These guys are GOOD at what they do, and they'd take a VERY dim view of pirate ops on either channel.

A couple of years ago an Air National Guard pilot up this way had to eject, I believe near Quetico Park / Boundary Waters Canoe Area. He triggered his 243 MHz rescue beacon set while he was still in the air. Supposedly, it hit the satellites, and the Rescue Coordination Center at Scott Air Force Base in Illinois had an accurate position fix on him while he was still riding his parachute to the ground!

These two frequencies are BIG TIME sacred cows. 'Nuff said!

73's,

Tom, K9TA

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995

From: TOM.A.ADAMS@mail.admin.wisc.edu

Subject: Re. 121.5 & 243.0 MHz

Message-ID: <FC9I5510.FC9I5513@mail.admin.wisc.edu>

to: boatanchors@theporch.com

to: boatanchors@theporch.com

Hello Sheldon.

Re. the perils of transmitting on 121.5 & 243.0 MHz:

Yup, that's one of the most certain ways there is of catching the attention of the Feds, and I mean BIG TIME.

It's my understanding that ATC (Air Traffic Control) RADAR scopes are hooked to a system that monitors the frequencies. When a signal goes off, a fixed "spoke" appears on the screen which points the relative bearing to the transmitter.

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These two frequencies are BIG TIME sacred cows. 'Nuff said!

73's,

Tom, K9TA

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: TOM.A.ADAMS@mail.admin.wisc.edu
Subject: Re. DX-100 Restoration
Message-ID: <FC9G2627.FC9G2636@mail.admin.wisc.edu>

to: boatanchors@theporch.com

Greetings from Mother Nature's Icebox!

Currently, Madison, Wisconsin is reporting wind chill factors of -50, and I can assure you that it REALLY gets your attention in a big hurry!!!

Myabe I've just been unlucky with DX-100 restorations, but I've worked on three of 'em in the last two years which have all had the same problem. Each had very poor signal to noise ratios in the speech amp / audio driver area. One of them ate it's driver tube (red plate, the whole bit) for no apparent reason.

The audio stages were generating a white noise hiss which could be reduced, but not eliminated, by cranking down the mike gain control. Replacing suspect components had no effect.

In the case of the rig that cooked the 12BY7 driver, grid voltage was way POSITIVE, causing humongous plate currents to flow, and cooking the cathode bias resistor. When the rig was off, nothing could be found that explained the positive grid bias.

After a lot of hours of searching and head scratching, I took drastic action by completely replaced the stages. Everything was OK.

Further investigation on the carcasses of the removed parts showed something interesting. The tube sockets themselves had deteriorated electrically. The insulating material had become leaky to the point that they looked like resistors to the Fluke DVM!

Leakage in the 12AX7 speech amp socket could very well cause the stage to hiss like a rattlesnake.

I dunno what the problem was which caused it, but something I saw here on BOATANCHORS in the last week rings a bell.

Remember the thread about spray contact cleaner attacking plastics?

The sockets looked sorta oily, like they'd absorbed some sort of cleaner.

Wanna bet somebody along the line sprayed 'em with TV tuner lube?

As it happens, I currently have a DX-100 that's exhibiting a few speech amp idiosyncracies. Here we go again...

73's,

Mr. T., K9TA

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: cfb@novum.com
Subject: Restoring/Maintaining HQ-129-X
Message-ID: <Chameleon.951209224622.cfb@net.indra.com>

I'm thinking about restoring this BA to full glory, and am looking for any and all pointers and tips. Any key articles on this box would also be great, and I'm happy to pay for copying and postage.

I'm also interested in finding the best sources of parts, tubes and components for Hammarlund gear. All help will be appreciated!

Charles F. Bacon
cfb@novum.com

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: k1oik@ccsnet.com
Subject: Re: S-100 Hammurlund speaker

Message-ID: <TCPSMTP.15.12.9.-12.45.46.2644608140.2779499@ccsnet.com>

SP>From: SP600@aol.com
SP>To: k1oik@ccsnet.com
SP>Subject: Re: S-100 Hammurlund speaker

SP>Hi,

SP>For \$ 40.00 I will take it. How much do you want for shipping? I would like
SP>it ship after the Holidays. Less chance for damage...

SP> SEASONS GREETING,

SP> CHARLES P JEDLICKA N9SOR

SP> //////////////////////////////////HAMMARLUND COLLECTOR\\\\\\\\\\\\\\\\\\

OK you get it. I want \$6 for shipping GROUND UPS but you must send a deposit of at least \$10 NOW and the balance when you want it shipped. Please respond to this if you accept IMMEDIATELY as I have MANY other offers. But the best I can tell you were first. Plus I am handling this matter with the advice of other users who were kind enough to offer me advice.

Burt Fisher K10IK
389 Old Bass River Rd
S. Dennis Ma 02660

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: Neal McEwen <nmcewen@metronet.com>
Subject: Walter Winchells broadcast props
Message-ID: <199512100554.AA18349@metronet.com>

Hello Gang,

Today I got a letter from a fellow in Arkansas who is trying to recreate Walter Wichell's broadcast booth. He has asked me to supply him with a key like WW used. Well I would like to help the fellow. But,... my memories of WW and his broadcasts are a distant memory. I remember hearing him send CW. And,... I think I remember that he used a hand key. I asked another fellow and he said there was a bug and sounder and he sent American Morse. Who has the best memory ? Or are we both correct ? Who among us has a vivid recollection of WW's broadcasts or a reference work available ?

Perhaps we can get this Arkansas fellow on the right track.

--

73 de K5RW - Neal McEwen - Richardson, TX (Dallas)
***** I collect old telgraph and wireless telegraph keys *****
HomeNet - nmcewen@metronet.com - OS/2 tcp/ip SLIP
HomePage - http://fohnix.metronet.com/~nmcewen/techno_weenies.html

From boatanchors@theporch.com Sun Dec 10 18:48:00 1995
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Re: Walter Winchells broadcast props
Message-ID: <92259.ddillman@igc.apc.org>

On Sat, 9 Dec 1995 23:54:55 -0600 (CST),
Neal McEwen <nmcewen@metronet.com> wrote:

> Today I got a letter from a fellow in Arkansas who is trying to recreate
>Walter Wichell's broadcast booth. He has asked me to supply him with a key
>like WW used. Well I would like to help the fellow. But,... my memories
>of WW and his broadcasts are a distant memory. I remembery hearing him send
>CW. And,... I think I remember that he used a hand key. I asked another
>fellow and he said there was a bug and sounder and he sent American Morse.
>Who has the best memory ? Or are we both correct ? Who among us has a
>vivid recollection of WW's broadcasts or a reference work available ?
>Perhaps we can get this Arkansas fellow on the right track.

WW sent "Morse" allright, but he knew not the code. He used a bug and
simply sent a dash, a few dots and maybe a dash again. In some
recordings I've heard he used a high frequency buzzer which was common
for code practice at the time. He may have progressed to an
oscillator later in his career but it's my belief that he was a pure
"no coder".

Best Regards,

Dick Dillman/WPE2VT
<ddillman@igc.apc.org>
San Francisco